Amendments to the Specification

Please replace the paragraph beginning at page 1, line 20, with the following rewritten paragraph:

The present invention has been developed to overcome the above-described disadvantages, and an objective of the present invention is to provide a compact frame structure for an automobile seat which can be installed in a low hip-point car such as, for example, a passenger car and in which a lifter is integrally formed with a suspension unit. This frame structure can improve vibration or impact absorptivity and vibration characteristics less than 10Hz and can pursue safety and ~~comfortable feeling~~ comfort as a whole using Chaos characteristic analysis or the like.

Please replace the paragraph beginning at page 4, line 14, with the following rewritten paragraph:

The lifter structure L includes a frame 8 of a generally rectangular ~~shaped~~ shape as viewed from above, which includes a pair of side frames 10, a front frame 12 joined at opposite ends thereof to front ends of the side frames 10, and a rear frame 14 joined at opposite ends thereof to rear ends of the side frames 10. Figs. 1 to 4 or Figs. 5 to 8 depict the frame structure F or the lifter structure L with the frame 8 located at an uppermost position thereof, respectively, while Figs. 9 to 11 depict the lifter structure L with the frame located at a lowermost position thereof.

Please replace the paragraph beginning at page 4, line 21, with the following rewritten paragraph:

A bracket 16 bent in the form of a figure "L" is joined to each of the upper sliders 6, and opposite ends of a torsion bar 18 are rotatably connected to both the brackets 16. A generally rhombic front lifter link 20 is secured at one end thereof in the direction of the major axis to the

torsion bar 18 at a location inwards of the bracket 16, and a front end of a connecting link 22 that connects the front lifter link 20 and a rear lifter link ~~explained later~~ (explained later) to each other is pivotally connected to one end of the lifter link 20 in the direction of the minor axis thereof. The other end of the lifter link 20 in the direction of the minor axis thereof is pivotally connected to the side frame 10.

Please replace the paragraph beginning at page 8, line 28, with the following rewritten paragraph:

A lower end of a damper 68 is pivotally connected to a rear portion of the support plate 66, and an upper end of the damper 68 is pivotally connected to the torsion bar 18. One end of a movable magnet 72 is held by the connecting member 64 via a bracket 70, and the other end of the movable magnet 72 is held by the second medial frame 62. The movable magnet 72 is vertically movably disposed within a space defined between a pair of stationary magnets 74 that are held by the support plate 66 so as to confront each other. The magnet unit described above is made up of the movable magnet 72 and the stationary magnets 74, which are substantially the same in construction as a sliding portion (movable magnet) 100 and stationary magnets 86 both provided in a magnetic fluid damper that will be explained later.

Please replace the paragraph beginning at page 11, line 11, with the following rewritten paragraph:

One end of a coil spring 102 is held in abutment with ~~the~~ a head portion 96a in the form of a flange formed with the piston rod 96, while the other end of the coil spring 102 is held in abutment with a spring receiver 84a in the form of a flange formed at a lower end of the casing 84, thus biasing the head portion 96a of the piston rod 96 in the direction away from the casing 84. The head portion 96a is held by a connecting member 64a that connects a first medial frame 60a and a second medial frame 62a to each other, while the casing 84 is held by a support plate 66a.

Please replace the paragraph beginning at page 12, line 13, with the following rewritten paragraph:

As shown in Figs. 20A and 20B, the magnetic particles contained in the magnetic fluid cohere to form a large cluster C around the groove 94a, which is formed in the outer surface of the yoke 94 and forms a strong leakage flux generating portion. Because the cluster C thus formed becomes a resistance of flow for the magnetic fluid flowing through the fluid passage, the resistance produced when the magnetic fluid passes through the fluid passage varies depending on a relative positional relationship between the groove 94a in the outer surface of the yoke 94 and the groove 98d in the inner surface of the inner cylindrical portion 98c of the piston 98. That is, in the condition as shown in Fig. 20A, the resistance produced when the magnetic fluid flows through the fluid passage forming the orifice is small and the damping force is also small, while in the condition as shown in Fig. 20B, there is greater resistance to passing of the magnetic fluid ~~is hard to pass~~ through the fluid passage, thus increasing the damping force.

Please replace the paragraph beginning at page 15, line 20, with the following rewritten paragraph:

In addition, because the suspension unit is comprised of a magnet unit including a movable magnet and stationary magnets or a magnetic fluid damper, a compact frame structure for an automobile seat can be provided in which the vibration characteristics less than 10Hz are improved and which can pursue safety and ~~comfortable feeling~~ comfort as a whole using Chaos characteristic analysis or the like.